

The Hongkong Telegraph.

No. 304.

TUESDAY, JANUARY 16, 1883.

SIX DOLLARS
PER QUARTER.

Intimations.

LANE, CRAWFORD & CO.

PIANOS

ARE GREATLY INJURED, ESPECIALLY IN A TRYING CLIMATE LIKE THAT OF HONGKONG, by allowing them to drop out of Tune; the great Tension caused by tightening up the strings again being exceedingly trying.

A Good Instrument will probably last Twice as long in Hongkong, if kept constantly in Tune.

LANE, CRAWFORD & Co.
having a thoroughly competent Tuner from BROADWOOD & SONS, keep Pianos in Tune and REPAIR at a MODERATE CHARGE.

LANE, CRAWFORD & Co.
Hongkong, 13th January, 1883. [256]

Insurances.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBURG & CO.
Hongkong, 15th June, 1881.

RECORD OF AMERICAN and FOREIGN SHIPPING.
Agents,
ARNHOLD, KARBURG & Co.
Hongkong, 15th June, 1881. [457]

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000.)
The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN
Secretary.

HEAD OFFICE.

No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [81]

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00
PERMANENT RESERVE.....Tls. 230,000.00
SPECIAL RESERVE FUND.....Tls. 290,553.95

TOTAL CAPITAL and
ACCUMULATIONS, 8th
May, 1882.....Tls. 940,553.95

DIRECTORS.

H. DE C. FORBES, Esq., Chairman.
J. H. PINCKVOS, Esq., Wm. MEYER, Esq.,
A. J. M. INVERARY, Esq., G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARRING BROTHERS & Co.,
Bankers.

RICHARD BLACKWELL, Esq., Agent,

68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.
Subject to a charge of 12 per cent. for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premium paid by them.

RUSSELL & Co.,
Agents. [53]

SCOTTISH UNION AND NATIONAL INSURANCE COMPANY OF EDINBURGH & LONDON.

ESTABLISHED 1824.

CAPITAL.....£4,000,000 STERLING.
INVESTED FUNDS.....£3,000,000.
ANNUAL INCOME.....£ 700,000.

The Undersigned have been appointed Agents for the above Company and are prepared to GRANT FIRE INSURANCES at CURRENT RATES.

HESSE & Co.
Hongkong, 1st January, 1882. [40]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL TAELS 600,000, EQUAL \$3,333,333.33.
RESERVE FUND.....\$708,827.

BOARD OF DIRECTORS.

LEE SING, Esq., LEE YAT LAY, Esq.,
LO YUOK MOON, Esq., CHU CHUK NUNG, Esq.

MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 1st September, 1882. [601]

J. M. GUEDES.

HOUSE AND LAND BROKER,
AUCTIONEER AND COMMISSION
AGENT.
No. 24, WILKINSON STREET, HONGKONG.
Hongkong, 2nd January, 1883. [5]

Auctions.

PUBLIC AUCTION

A RARE AND VALUABLE COLLECTION OF CHINESE PORCELAIN WARE, CURIOS, &c.

THE Undersigned has received instructions from a Northern Collector to offer for Sale by Public Auction, on

SATURDAY,
the 20th January, 1883, at Two P.M., at his Sales Rooms, Peddar's Wharf,—

A RARE AND VALUABLE COLLECTION OF CHINESE PORCELAIN WARE, CURIOS, &c., &c.

The same having arrived in this Colony from the North, being collected in Peking, Nanking, and Kiangsi Province, and comprising

OLD FIVE-COLORED VASES and JARS, OLD BLUE JARS, OLD BLACK JARS of the MING PERIOD and the REIGNS of KONG HI, YUNG CHENG, KIEN LUNG, OLD SOOCHOW MING LACQUER-WARE, OLD BRONZES, &c.

Also,
VERY FINE MODERN CHINESE PORCELAINS, BAMBOO CARVINGS, JADE STONE, ORNAMENTS, SCROLLS, &c.

Catalogues will be issued previous to the Sale, and the Articles will be on view on THURSDAY NEXT.

TERMS OF SALE.—As customary.

G. R. LAMMERT,
Auctioneer.
Hongkong, 15th January, 1883. [67]

Intimations.

WANTED.

BY THE ADVERTISER
A SITUATION AS
OFFICE ASSISTANT OR STORE-KEEPER.

Address:—
M. E. G.
Care of Hongkong Telegraph.

Hongkong, 13th December, 1882. [19]

THE LONDON & SINGAPORE ANTI-FOULING PAINT COMPANY, LIMITED.

(DENNY'S PATENTS).

INCORPORATED UNDER THE COMPANIES' ACTS 1862 to 1880, THE LIABILITY OF SHAREHOLDERS BEING LIMITED TO THE AMOUNT OF THEIR SHARES.

CAPITAL.....£250,000
IN 250,000 SHARES OF £1 EACH.

FIRST ISSUE OF 150,000 SHARES AT PAR.

PAYABLE 15s. ON APPLICATION, 10s. ON ALLOTMENT, THE BALANCE NOT TO BE CALLED UP WITHOUT THREE MONTHS' NOTICE.

DIRECTORS.

ADMIRAL SIR EDWARD AUGUSTUS INGFIELD, C.B., F.R.S., 99, Queen's Gate, London, S.W.

JOHN SCARLETT CAMPBELL, Esq., 1, Queen's Gate Place, London, S.W.

ROBERT RICE, Esq., Director, Singapore Gas Co., Limited, Acar Lodge, Bramley Hill, South Croydon.

HENRY THOMAS COLE, Q.C., (late M.P. for Penryn and Falmouth) Recorder of Plymouth and Devonport, 17, Prince of Wales Terrace, Kensington Palace, London, W.

LOUIS GLASS, Esq., (Messrs. Guthrie & Co., Singapore, and Messrs. Scott & Co., 101, Lane, Great Tower Street, London, E.C., Merchants).

*THOMAS SCOTT, Esq., (Messrs. Guthrie & Co., Singapore, and Messrs. Scott & Co., 101, Lane, Great Tower Street, E.C., Merchants), Chairman, Tanjong Pagar Dock Company, Singapore.

*JOHN DILL ROSS, Esq., Merchant and Shipowner, Singapore.

*GEORGE JOHN MANSFIELD, Esq., (Messrs. W. Mansfield & Co., Merchants), Agents, Ocean Steam and National Steam Ship Companies, Singapore.

*KHOO TEONG POH, Esq., (Messrs. Bun Hin & Co., Bun Hin's Line of Steamers), Merchant and Shipowner, Singapore.

*THOSE GENTLEMEN with an ASTRISK AGAINST THEIR NAMES ALSO FORM THE SINGAPORE COMMITTEE.

BANKERS.

The ALLIANCE BANK, Limited, Bartholomew Lane, London, E.C.

The HONGKONG & SHANGHAI BANKING CORPORATION.

The CHARTERED MERCANTILE BANK OF India, London, and China.

SOLICITORS.

Messrs. COLE & RODDY, 7, Mincing Lane, London, E.C.

Messrs. RODDY & DAVIDSON, Singapore.

AUDITORS.

Messrs. FOSTER, HIGHT & Co., Chartered Accountants.

LONDON COMPANY'S OFFICES,
3, Copthall Buildings, London, E.C.

Applications for Shares will be received by the HONGKONG AND SHANGHAI BANKING CORPORATION or their Agents at Hongkong, Shanghai, Amoy, Foochow, Hankow, Ningpo, Swatow, Tientsin, Yokohama, Nagasaki, Hogo, Saigon, Haiphong, Hanoi, and Manila—and by the CHARTERED MERCANTILE BANK of India, London, and China or their Agents at Penang, Malacca, Calcutta, Bombay, Madras, Colombo, Galle, Rangoon, Moulemein, Batavia, Sourabaya, Macassar, Bangkok, Melbourne, Sydney, Adelaide, Brisbane, and Perth—and at Singapore, by either of those Banks. Forms of application for Shares, Prospectuses and Pamphlets, may be obtained from the Bankers or their Agents, on and after MONDAY, the 11th instant, December, 1882.

Singapore, 9th December, 1882. [842]

F. D. GUEDES.

WINE MERCHANT AND GENERAL COMMISSION AGENT.

No. 1, D'ALMEIDA STREET.

Always on hand a large assortment of CHOICE WINES of the best quality, at Moderate Prices.

Hongkong, 2nd October, 1882. [663]

Intimations.

W. BREWER

IS NOW SHOWING A LARGE CONSIGNMENT

OF

FINE ART GOODS,

CONSISTING OF

PANEL PICTURES OF SCOTCH SCENERY IN OILS.

LARGE OIL COLOURS IN MASSIVE FRAMES.

FINELY FINISHED AND RETOUCHEE

OLEOGRAPHS, ORIGINAL ENGRAVINGS, &c., &c.

PRICES, VERY MODERATE.

W. BREWER,
QUEEN'S ROAD.

Hongkong, 22nd December, 1882. [703]

"NOVELTY STORE."

MARINE HOUSE, QUEEN'S ROAD.

NOW SHOWING A LARGE AND SELECT ASSORTMENT

OF

TOYS AND NOVELTIES

IN

ENGLISH, FRENCH, AND AMERICAN GOODS,

VERY SUITABLE FOR

CHRISTMAS AND NEW YEAR'S PRESENTS.

Also

NEW NOVELS IN ENGLISH AND FRENCH, BOOKS OF REFERENCE IN ENGLISH AND FRENCH, RELIGIOUS WORKS IN ELEGANTLY BOUND COVERS, PICKWICK PAPERS, AND

A VARIETY OF CHEAP NOVELS.

ALL QUITE NEW AND OFFERED AT MODERATE PRICES.

S. MEYERS,
Manager.

Hongkong, 6th December, 1882. [28]

SAYLE & CO.'S SHOWROOMS.

SAYLE & CO.

ARE SHOWING.

EX. RECENT ARRIVALS.

TINSELLED GRENADINES.

LADIES' CHEAP COSTUMES.

BROCADED SILKS.

MOIRE SILKS.

COLOURED SATINS.

PLUSH VELVETS.

COLOURED FLANNELS.

WHITE FLANNELS.

DIAPERS AND IRISH LINENS.

TORCHON LACES.

AN ENTIRELY NEW STOCK OF WHITE

AND CREAM LACES.

INFANTS' EMBROIDERED CLOAKS.

INFANTS' SILK AND SATIN HATS.

CHILDREN'S BOOTS AND SHOES IN EVERY SIZE.

LADIES' WHITE SATIN SHOES.

COLOURED MALTESE BRAIDS.

&c., &c.

A LIBERAL DISCOUNT FOR CASH.

SAYLE & CO.,

VICTORIA EXCHANGE, HONGKONG.

Hongkong, 6th January, 1883. [659]

To be Let.

TO LET.

TWO HOUSES in Belvedere Terrace, Bonham Road, and TWO HOUSES on High Street.

Apply to

DE SOUZA & Co.,
or
ON THE PREMISES.

Hongkong, 2nd January, 1883. [35]

TO LET.

PARSEE VILLA (5 ROOMS), Robinson Road, also a TWO STOREY HOUSE (6 ROOMS) in Mosque Junction. Both the above HOUSES have Gas and Water laid on; and immediate possession can be had.

For Particulars apply to

D. NOWROJEE,
Hongkong Hotel.

Hongkong, 27th November, 1882. [18]

TO LET.

NO. 4, OLD BAILEY STREET.

NO. 6, QUEEN'S ROAD CENTRAL, lately occupied by PACIFIC MAIL STEAMSHIP COMPANY.

NO. 8, SEYMOUR TERRACE.

NO. 9, SEYMOUR TERRACE.

Apply to

DAVID SASSON, SONS & Co.,
Hongkong, 1st November, 1882. [7]

For Sale.

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

Quarts.....\$22 per Case.

Apply to

MELCHERS & Co.
Hongkong, 2nd March, 1882. [18]

J. AND R. TENNENT'S ALE AND PORTER.

DAVID CORSAIR & SONS' MERCHANT NAVY.

NAVY BOILED LOW FLAX CROWN ARNHOLD, KARBURG & Co.
Hongkong, 15th June, 1881. [458]

G. FALCONER & CO. WATCH AND CHRONOMETER MANUFACTURERS.

AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.

No. 45, QUEEN'S ROAD CENTRAL.

Hongkong, 15th January, 1883. [424]

Notices of Firms.

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

I HAVE This Day Resumed my Duties as SECRETARY to the Company.

By Order of the Board of Directors,
D. GILLIES,
Secretary.

Hongkong, 3rd January, 1883. [42]

NOTICE.

I have THIS DAY PURCHASED under a Bill of Sale, the GOODWILL, PLANT, MACHINERY, STOCK-IN-TRADE and FIXTURES of the FIRM of DE SOUZA & Co., PRINTER, &c., of HONGKONG; and beg to intimate that I will carry on the BUSINESS under the same Name.

By strict attention, First-class Workmanship, and Moderate Charges I hope to merit the Patronage of the Hongkong public.

F. D. GUEDES.

Hongkong, 13th December, 1882. [20]

NOTICE.

THE INTEREST AND RESPONSIBILITY OF FREDRICK ROBERT ROGERS in Our Firm Ceases from this date by Mutual Consent.

ROSE & Co.

Hongkong, 11th January, 1883. [61]

Intimations.

NOTICE.

FROM 1st February Next, Mrs. SCHOLINUS, (a German Lady recently arrived from Hamburg) and Miss WOODFORD will OPEN a SCHOOL for the training of GIRLS in the English, French, and German Languages, including all Sorts of Fancy Needle Work, Arithmetic and Music. BOYS only under 10 years of Age will be admitted.—Application to be made to Mrs. SCHOLINUS, No. 22, Spring Gardens.

Hongkong, 15th January, 1883. [68]

MARIA CRISTINA CIGAR MANUFACTORY.

10, PLAZA DE GOITI, SANTA CRUZ, MANILA.

THE Undersigned having been appointed SOLE AGENTS in Hongkong, will be glad to receive Orders for CIGARS from the above Manufactory.

PRICE LIST AND SAMPLES can be seen at the Offices of

BRANDAO & Co.

Hongkong, 15th January, 1883. [70]

Amusements.

THE HONGKONG AMATEUR DRAMATIC CORPS.

FIRST PERFORMANCE OF 1883.

ON

TUESDAY,
THE 23RD INSTANT,
THE HONGKONG AMATEUR DRAMATIC CORPS.

WILL GIVE

A PRIVATE PERFORMANCE

OF

ROBERTSON'S COMEDY

"S C H O O L."

FOR THE PURPOSE OF RAISING A FUND FOR SOME MUCH NEEDED IMPROVEMENTS AND ALTERATIONS IN

THE CITY HALL THEATRE.

A Subscription List for Donations and for Tickets is being circulated, and vouchers for Tickets can only be obtained by Subscribing to the List or applying by Letter to the Undersigned.

A plan of the Theatre will be placed in the hands of Messrs. LANE, CRAWFORD & Co., at 8 A.M., on MONDAY, the 22nd instant, and voucher holders can then mark off the Seats they require and obtain their Tickets.

Price of Tickets.....\$3.00 Each.

Donations to the Fund will also be thankfully received.

A. P. STOKES,
Acting Hon. Secretary,
8, Peddar's Hill.

Hongkong, 10th January, 1883. [58]

Intimations.

SEALED TENDERS will be received by the Undersigned at or before Noon of the DAY, the 29th instant, for FIXING EAVES GUTTERS to SEVERAL BUILDINGS in this YARD, according to Specification and Conditions which can be seen on Application to the NAVAL STOREKEEPER'S OFFICE.

The right to reject the lowest or any Tender is reserved.

WILLIAM HYNES,
Officer Performing Storekeeping Duties.
H.M. Naval Yard,
Hongkong, 15th January, 1883. [66]

DIVISION NAVALE DES MERS DE CHINE & DU JAPON.

NOTICE.

ON the 22nd of January, 1883, at 3 o'clock P.M., at the FRENCH CONSULATE, there will be an Adjournment for the SUPPLY of the NECESSARY PROVISIONS for the FRENCH NAVAL DIVISION, viz.,

DAILY PROVISIONS AND SEA PROVISIONS.

The Particulars of the TENDERS are at the CHANCELLERIE of the FRENCH CONSULATE, Hongkong, and on board of the Man-of-war "VICTORIEUSE," and may be consulted by anyone wishing to Tender.

(Signed) G. DE MONTJAMONT,
Le Sous-commissaire de Division.

Hongkong, 12th January, 1883. [64]

Intimations.

A. S. WATSON & CO.
INVITE INSPECTION OF A WELL
SELECTED STOCK OF
**FANCY CHRISTMAS
GOODS,**

COMPRISING—
CHRISTMAS AND NEW YEAR CARDS
IN GREAT VARIETY.

SWEETS AND CONFECTIONERY.

FANCY SATIN COVERED BOXES.

CUT GLASS TOILET BOTTLES.

CHRISTMAS CARD ALBUMS.

IVORY BACK HAIR BRUSHES.

SCIENTIFIC TOYS.

ATKINSON'S, HENDRIE'S, AND LUBIN'S
PERFUMES.

&c., &c., &c.

A. S. WATSON & Co.,
CHEMISTS, DRUGGISTS
AND
PERFUMERS.

THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the Manager, *Hongkong Telegraph*, and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whist the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish *The Hongkong Telegraph* daily at 4 P.M. Subscribers in the central districts who do not receive their copies before Five O'CLOCK will oblige by at once communicating with the Manager.

THE HONGKONG TELEGRAPH

HONGKONG, TUESDAY, JANUARY 16, 1883.

UNDER the heading "A Possible Triumph for American Ships" the *San Francisco Evening Bulletin* writes as follows:—"It is now reasonably clear that the ship of the future will be constructed of steel, and will have steam power. The transition will be slow in this country. The screw steamship with the compound engine and the iron sailing ship did not originate here. They have hardly been naturalized as yet in the United States. We adopted the screw and the compound engine later, when it was clearly demonstrated that we could not get along without them. We have not adopted the iron ship either as a sailing vessel or a steamship to any great extent for the reason that under the present tariff those vessels cannot be constructed as cheaply as in England. Now the iron vessel was adopted in the latter country because there was no timber for the construction of wooden vessels, and because the iron vessel was on the whole, a better craft. But in the Dominion of Canada, where timber is abundant, it is to be noted that iron vessels are not constructed. Every year a great fleet of wooden ships is constructed, and these appear to find profitable employment.

If it be asked at what time in the future the steel ship will be generally adopted in this country, the admission must be made that we cannot tell. The wooden ship will disappear later here than elsewhere. The reason is that there is an abundance of timber for ship building. This timber is relatively cheap, and will be for half a century to come. As long as wooden vessels can find employment they will be constructed in this country. When they are crowded out of competition in foreign charters, they will still be used for lumber, coal and other coastwise freights. But it is to be noted that even now no large steamship contracts are given out in this country for any other than iron ships. Fresh contracts are given out for wooden sailing ships, and the main shipyards are reasonably active.

Admitting that the iron, or rather the steel, steamship, is the ship of the future, it certainly is an interesting question as to when the hour will be reached when that sort of craft of American build will have as much prominence in the United States as the wooden clipper had twenty years ago? David Wells, in his recent treatise on shipping interests, attacks the tariff all along the line. He would abolish that restriction and open the business to free

competition. He would allow citizens of this country to go into any of the markets of the world and buy ships freely, which should have the advantage of an American register. It is certain that this latitude would, for a time, break up all ship building in this country.

Moreover, the advocates of a tariff will not, at present, consent to free trade. They will not even consent to so much as abolition of duties on such articles as enter into the construction of ships. While free-trade theories are making some progress, it is to be noted, also, that a protective tariff is gaining many supporters in broader fields. "Wherever manufacturing interests are established there is sure to be a strong interest developed in favor of maintaining the present tariff, or, at least, one which shall grant adequate protection. The tariff advocates are found in Georgia, South Carolina and all over the Southern States, where formerly the Cotton doctrine of free trade was the universal article of political faith. Now, wherever there is a strong manufacturing interest established this change will be the result. The iron manufacturer in California or Oregon, or the cotton manufacturer in Texas, will be a staunch advocate for a tariff. The moment his interests are affected as a manufacturer he will drop his notions of free trade. This revolution of political opinion is as sure to go on as that there is a selfish element in human nature. Mr. Wells will not, therefore, place the shipping interests on a prosperous foundation by advocating free trade as the remedy. And so tenacious are the tariff men that they will not consent that duties shall be taken off articles which enter into the construction of ships.

There is one other method of meeting the difficulty. That is to let the tariff entirely alone. The manufacturer of iron and steel on the Pacific Coast will want it just as much as it is wanted in Pennsylvania. He will clamor for it. He will place himself precisely on the same ground as the advocates of the tariff do in Pennsylvania and Massachusetts. It is not likely that during the present generation the tariff will be so modified that there will be no duties on articles which enter into the construction of ships, such as iron, steel, copper, hemp, cordage, and so on. What then is the more practical way of meeting the difficulty? Here is San Francisco, which has become the most important port in the Union for wheat charters. The business is now only in its infancy. Ten years hence there is a good prospect that two thousand wheat charters will be given out on the Pacific Coast from San Diego to Puget Sound. More than one-half of these will be given out at San Francisco. In short, this port will always control the bulk of the wheat charters. Now the business is in the hands of foreign shipowners. It is the largest bonanza ever yet opened on the Pacific Coast. It is better when a trial balance is made for the capitalist, than were Comstock mines in their best days—better, because the business will not be exhausted, but is growing every year. Only a small proportion of American ships are in this business. They are taken up after the iron ships have all been engaged.

The one or two iron ships owned by Americans at this port, which have been bought in as wrecks, repaired or rebuilt, are better than the average of American ones. Admitting these facts, why are there not a hundred iron ships owned at this port where capital is so abundant? Because they cannot be built for the same cost as British ships, nor for anything like that cost. What is the more practical remedy? In what way could a fleet of iron or steel vessels—for the latter metal is coming into general use for the construction of ships—be obtained of American build for this and other ports. The Government might concede a bounty of so much per ton on every iron or steel ship constructed by Americans after a certain date. This bounty might be just equal to the tariff now levied on the articles which enter into the construction of ships. Suppose this concession were obtained, what would be the result? There would be iron and steel furnaces and rolling mills established on the Pacific Coast, and shipyards would be opened in San Francisco. The iron manufacture would be protected by the tariff as it now stands; and the capitalist could afford to put his money in ships, because they could be built as cheaply as in England, and would compete successfully for the carrying trade. Suppose San Francisco owned a hundred iron ships, most of them screw steamers—for it will come to that at last, that the steel-built screw steamer will be the strongest competitor. Now, the commercial advance of San Francisco under such a stimulus would everywhere attract attention. That is not all; a vast manufacturing interest would be initiated on the Pacific Coast. American capitalists have already become large owners in British iron ships because they are profitable investments. They will be large owners in American iron and steel

ships when it is clearly demonstrated that they are as profitable as British ships. And they will not move in this new direction a day sooner. It is therefore a question of home interest whether this change cannot be quietly brought about, and that too without any attacks upon the tariff.

LOCAL AND GENERAL.

The Royal Italian Opera Company will appear at the Theatre Royal, City Hall, this evening, in Pedrotti's popular comic opera "Tutti in Maschera."

WE are informed by the Superintendent of the P. & O. S. N. Co. that the steamship *Ganges* with the next English mail left Singapore for Hongkong on Tuesday the 16th inst. at 4 a.m.

By a slip of the pen our report of Amoy Races yesterday gave Pedometer instead of Chronometer as the winner of the Halkwan Cup on the first day. A corrected return will appear in our mail issue.

ACCORDING to the *Voltaire*, Lord Lyons on the 7th December assured M. Duclerc that England would not interfere with France's action on the coast of Madagascar. M. Duclerc lost no time in informing the Minister of Marine of this decision, and a telegram was immediately despatched to Toulon instructing the naval authorities to hurry on the equipment of the *aviso La Flore*, which is being rapidly fitted out for a voyage to Madagascar.

A LETTER from the Government of India to the Secretary of State for India on the punishment of Indian criminals by whipping has been published in a Parliamentary paper recently issued. From a tabulated return it appears that the number of persons flogged in 1880 in Madras, Bombay, Bengal, Northwest Provinces, Punjab, Central Provinces, and British Burma was 28,300, the largest proportion being in the Northwest Provinces, where the number of criminals whipped in the year mentioned was 10,450. The returns, however, from every district show a diminution compared with those of the previous six years. The most striking feature in the returns is the great increase in the number of persons whipped which occurred in most provinces during the years 1877-79, when scarcely and agricultural distress were more or less prevalent. This remark is especially applicable to the Madras Presidency and to the Northwest Provinces. It appears that a circular was issued by the Supreme Government on September 24th, 1881, addressed to the Local Governments, and the replies "disclose a practically absolute unanimity of opinion as to the propriety and necessity of retaining whipping as a form of punishment in India," and in this opinion the Supreme Government concurs. Due discrimination, it is stated, should be exercised in awarding corporal punishment, and in respect of the manner of its infliction, but if this condition is fulfilled, whipping is, for various reasons, a suitable form of punishment for Indian criminals. The Indian Government, however, suggests various modifications in the infliction of the punishment, such as that magistrates of the second class should be able to order the infliction of whipping when specially empowered by the Local Government; that whipping should be prohibited when the offender is over forty-five years of age; that the permissive use of the cat instead of the rattan should be withdrawn; that the size of the rattan should be regulated by law; and that the Court ordering the punishment should be required to decide in each case whether its infliction should be in public or private.

THE *Gaulois* publishes the following, but why ther as a joke or as a piece of serious information we must leave the reader to decide for himself:—"The Empress of India is at her Royal residence of Balmoral in Scotland, that residence which she prefers to all others because it belonged to Prince Albert, whom she has been mourning for twenty-one years. The devoted faithful of widows, the most kindly and respected of sovereigns, believes that at Balmoral, more than elsewhere, she meets the Consort she has lost and communicates with his spirit. 'Faithful John Brown, who is a medium, serves as a connecting link between the Queen and the deceased Prince. People have often wondered why the Queen manifests such singular favors for Brown; why she offered him titles of nobility which the modest servant refused, only accepting that of esquire; why the marble statue of Brown by Boehm is placed in the Queen's bedroom on a what-not, amidst portraits of members of the Royal Family. The reply to the question which has excited such curiosity in France and England is this—John Brown is the Queen's Minister for her spiritual relations with the late Prince Albert. In the Cabinet Councils Her Majesty will sometimes say, 'I must first consult the Prince.' It is at Balmoral that she invokes the Prince and that he replies to her. 'She goes into the study of the deceased, who is still alive for her; sits in the arm-chair he formerly used, on a chair near her are placed his night-clothes as if in readiness for him; a large fire burns in the spacious fireplace of the signor's chateau. John Brown brings respectfully on a tray the basin of gravel which his master was accustomed to take every evening, and places it on a table as if the Prince were about to come and take it. The Queen has a sheet of paper on her knees and a pencil in her hand. The chair moves about, creeps, and strikes the ground. According to the Spiritist alphabet each letter is indicated by so many raps. The Queen puts the questions and John Brown interprets the answers of the Prince. The living and the dead converse on topics of this world and the next. The mind of the Queen is calmed, if not consoled, by these pious conversations, for her grief is of that kind which ends only with life. We pity those who may be tempted to smile at this manner of proceeding. It is only an hallucination. Who can say? The worst of hallucinations is that of those men who imagine that they have fathomed all the laws of nature."

ACCORDING to the *Shanghai Courier*, of the 12th instant, "the steamship *Wuhu*, is now a wreck, her forward part having broken off near where the name is painted on her side, and has sunk down square, being now covered with water. The remainder of the vessel is canted over on one side, a part of the deck being under water."

THE Roman journal *Diritto* publishes a Paris telegram affirming that the French Government is endeavouring to obtain Italy's co-operation in common action against England's policy in Egypt. On the other hand, the *Popolo Romano*, another official organ, declares that the Italian Government cannot support France in her agitation for a new Conference.

LUM Asut and Lum Aye, fishmongers, remanded from the 10th instant on a charge of stealing salt fish from a fellow tradesman's boat on the 9th inst., were again before Mr. Woodhouse this morning. The first defendant, who admitted a previous conviction for larceny, was treated to three months' hard labor, his chum being let off with half fare—six weeks' free quarters in Hayward's select boarding house in Arbutnot Road.

It appears from the census report just issued that there are 2,684 establishments in the United States engaged in the manufacture of various classes of woollen goods. The capital invested amounts to upwards of \$150,000,000, and the value of the product is given at \$267,699,504. The hands employed in this industry number 160,998, including 66,505 females, and 16,335 males over 16 years of age. Of the wool consumed 73,200,698lb. were foreign, and 222,991,531lb. domestic. Taking the separate classes of goods manufactured, the woollen goods, including cloths, cashmeres, blankets, &c., employed capital to the extent of \$97,093,564; worsted goods, \$20,374,043; carpets, \$21,468,587; hosiery and knit goods \$15,133,991; wool hats, \$3,615,830; and felt goods \$1,958,255.

OUR Chinese, as well as our European readers will be glad to learn that the prince of travelling showmen, the genial and accomplished Chiarini will shortly revisit Hongkong, with the grandest and most complete establishment of the kind ever seen in the Far East. Signor Chiarini has recently brought out from England a large staff of high class performers in every branch of the equestrian, acrobatic and circus business generally; and amongst other attractions has added a den of performing lions which should prove a special attraction to the Chinese, who have never seen the magnificent "king of the forest." It is, we are informed, the intention of Signor Chiarini, after his season in the Straits Settlements, to proceed to Manila, and from thence to Hongkong. From here, Shanghai will be visited, and as the Signor told us personally, previous to leaving Hongkong, that he had fully made up his mind to exercise his right of exhibiting in Foochow, we doubt not he will also favor that port with a call; and probably the City of Rams and Macao will have an opportunity of seeing the wonders of Chiarini's world renowned circus."

"GIL BLASE" writes in the *Overland Mail*:—"Sir Charles Dilke seems to feel a savage delight in answering pertinent questions in what may with strict justice be described as an impertinently unsatisfactory manner. On Monday night Mr. Ashmead Bartlett made an inquiry concerning the Russian advances in the direction of Merv and Herat, and was informed that the Government did not know exactly where the Russians were, but that there was 'no reason to suppose' that they have got so far as Merv. The best answer to this somewhat flippant statement is the remark that there is 'no reason to suppose' the contrary; and Professor Vambéry, who knows considerably more about the matter than Sir Charles Dilke, and whose statements are quoted by the *Standard's* Vienna correspondent, is evidently of opinion that the situation is much more serious than it is supposed to be by the sapient Under-Secretary for Foreign Affairs. Professor Vambéry points out that a single generation has seen the march of Russian troops from the Orenburg frontier to the borders of Khorezsm and the banks of the Heri Rud, and it is certain that the Russian Government, far from being satisfied with what it has secured, looks upon its latest acquisition in the Turkoman country merely as a stepping-stone to further and more remunerative conquests. We wonder if Sir Charles Dilke is a reader of Bunyan? The Bedford dreamer has a character named Falsepeace, who seems to have at least one contemporary representative.

WE have to acknowledge receipt of the first number of "The Star of the East" a religious and family weekly newspaper published in Shanghai. The promoters of this journal have sketched out a programme, which if carried out, can hardly fail to receive a large share of public support. In concluding an article which lucidly explains the aims of this religious organ the "Star" says:—"We have only to say that whatever The Star in the East may not be it will always be outspoken and independent. It is not started as a financial venture with the idea of making either a living or a fortune for anybody. Those who are responsible in this respect are not even concerned that it should prove a good investment for their funds. Nor shall we be easily discouraged if we fail at first to win the support of those for whom we cater. Having put our hands to the plough we shall not look back. There will therefore be no about which we are afraid to expose, no evil we dare not condemn, no vested interests too mighty for us to assail and no privileged class too high and important for our criticisms if we feel that they would be merited. Our aim will be reached, and our object attained if in the course of the first twelve months there should be throughout the length and breadth of this corner of the globe those of whom it can be said, as it was of the wise men of old, 'When they saw the star, they rejoiced with exceeding great joy.' The latest addition to the foreign press of the Far East is very well got up, and should—considering its low price—if properly conducted, have a prosperous career. It has our best wishes."

A FACETIOUS journalist, wishing to "take a rise" out of Léon Gozlan, inserted the following paragraph among the odds and ends of his paper:—"M. Léon Gozlan was at one time a sailor, and while serving on board a brig not only caused the crew to mutiny, but also killed the captain." In the very next number of the journal appeared a letter, addressed to the editor, by the author of the "Notaire de Chantilly." It ran thus:—"Monsieur, you say that I have been a sailor, which is quite true; that I caused the crew of a brig to mutiny, and then killed the captain, which is also perfectly correct. But you forgot to add a detail which may particularly interest your readers; after killing the captain I ate him!"—Léon Gozlan.

The Vicomte de la Pousse, husband of Mme. Hellbron, the actress, has adroitly managed to get the better of his Bourse creditors. When the late crash took place, the couple were supposed to be utterly ruined. The Viscount had lost \$500,000, and owed \$200,000 to two stock brokers. He at once gave out his departure for the Cape, while the Viscountess was to return to the stage during his absence. But she had no sooner sold their hotel to pay off some of their debts than a rat was smelt, and the Viscount, who had made over everything to his wife, was found to be living like a fighting-cock in a quiet little village in Auvergne. The stock brokers forthwith sued him. His counsel, however, took advantage of the Code, which admits certain Bourse speculations to be illegal, and the Court has nonsuited the plaintiffs on that ground.

The London correspondent of the *Temps*, in a telegram dated December 8th says:—"I informed you yesterday that the reply of the French Cabinet to the proposals of the Foreign Office was still awaited here; but I added that M. Duclerc had officiously told Lord Lyons that the French Government could not accept the Presidency of the Public Debt Commission as a compensation for the suppression of the Dual Control. The French Minister for Foreign Affairs allowed it to be understood that he expected fresh proposals from England, and that if they were not forthcoming he would officially notify France's refusal. These new proposals are still awaited. It seems that England is offering an obstinate resistance, wishes to concentrate all her efforts on the Egyptian question. Indeed, I hear that the English Cabinet, which was at first most aggressive with regard to the Madagascar affair, is now displaying a more conciliatory spirit, and has determined upon allowing France to do as she pleases. It is the same in the matter of the Tunisian capitulations. England appears desirous of converting these two questions into the ransom of the Egyptian question, but the French Government, on the contrary, wants to deal with them separately."

CHAN AKA, a shop coolie, was charged before Mr. Woodhouse this morning with obtaining goods to the value of \$97, on a forged document on the 15th instant, from the Heung Cheung Rice Shop, No. 31 Praya Central. Yung Atai, an employee of the rice shop, stated that prisoner came to him yesterday and produced the stamped order from the Yin Shing shop for 61 bags of rice. He knew the prisoner as having been in the employ of the shop named, and thinking he was still attached to that establishment, handed him the goods as ordered. About 4 o'clock in the afternoon he sent in the bill for the rice, and from what his messenger told him he engaged a boat and went on board a passage boat where he found the defendant. The 61 bags of rice were stowed away in the hold of the junk, and he arrested the prisoner. The manager of the Yin Shing shop gave evidence to the effect that he knew the defendant, as being formerly employed by the establishment which he manages. The seal on the order for the rice is not the seal of his shop; it is a forgery. The order for the rice was not written by any one in his shop. P.C. 52, James Hardin, proved the arrest of the prisoner and the taking in charge of the sixty-one bags of "chow." Prisoner reserved his defence, was duly cautioned and committed for trial at the Supreme Court.

PERSONS suddenly enriched by some unexpected freak of fortune are, says the *Telegraph*, apt to suffer from a lack of ancestry, and to murmur at Destiny for having omitted to endow them with length of descent as well as with abundance of wealth. An Italian statistician has just made a discovery that can scarcely fail to prove consolatory to 'parvenus' who have hitherto deemed themselves afflicted with the above-mentioned dearth of forefathers. According to this palns-taking calculator, every human being at present living upon the face of the globe has the undoubted right to claim descent from no fewer than one hundred and thirty-nine thousand two hundred and forty-five billions of ancestors, only as far back as the commencement of the Christian Era. Besides the above number—should he make a point of being exact in family matters—some odd ancestors are still due to him from the epoch in question; seventeen thousand millions or so. But few men, we think, however greedy with respect to a copious ancestry, are likely to be over-particular about such a trifling item as the one last referred to, while cheered by the proud conviction that, barely nineteen hundred years ago, it took nearly a hundred and forty thousand billions of progenitors to render their existence possible at the present day. The Italian statistician's proposition very reasonably. Every body must at one time or another, have had a father and mother; their parents cannot have been exempt from the absolute rule, and ancestors must therefore, be multiplied backwards by two according to the law of progression, which process reckoning three generations to the century, will at its fifty-seventh power, yield a total of 7,450,537,920 ancestors for each man of fair day, no matter how seemingly humble his birth. There are, we are more complaints of immensity in the matter of forefathers. The numbers indicated, if correct, certainly point to superfluity rather than to privation of that article, as well as to a somewhat remarkable surplus population of the globe in the Year of our Lord, One.

ACCORDING to the London *Daily News* Vice-Admiral Duperre, the Maritime Prefect, left Toulon, on the 3rd December, for Paris. It is believed this officer will be entrusted with the chief command of the expedition to Tongking, owing to his special knowledge of Cochin China. He was Governor there several years ago. Ironclads are being fitted out at Toulon to take part in the projected expedition.

THE English cricketers appear to be carrying all before them in the Colonies. A cablegram from Sydney to the London papers, dated the 4th ulto, says:—"A very decisive victory has been won by the Hon. Ivo Bligh's team of English Cricketers in a match concluded here to-day against an Eleven of New South Wales. The contest continued over three days, and was witnessed by large and enthusiastic crowds. In their first innings Bligh's Team made 451; C. H. F. Leslie scoring 144. The home eleven, got 152 in their first innings, and having followed on, were all out for 165. Thus the Englishmen won by an innings and 144 runs."

THE *Globe* says:—"It would be a curious inversion of present relations if China were to become the main source from which the Eastern world will get its opium, while India takes her place as the tea garden of Western Europe. Some, however, predict that this will come to pass, and Mr. Consul Hughes evidently believes in the possible fulfilment of the prophecy. Indian opium is at any rate no longer seen in Western China, while the exports of tea from India are constantly growing. We may, at any rate, congratulate ourselves upon the spread of a taste among English people for Indian tea, whether black or green, for, according to unanimous testimony, it is purer than any China tea, or at least any China tea that reaches the English market."

THE governor of a fortress who explained to his sovereign that he had twenty reasons for not firing a salute, the first being that he had no gunpowder, was graciously informed that the other nineteen reasons would be dispensed with. There are, in like manner, says the *Overland Mail*, numerous objections to Count Salas's scheme for the organisation of a cosmopolitan police to serve in Cairo and Alexandria; but as objection number one is that the plan would involve an annual expenditure of 250,000, which is about two thirds of the million, and a general demerit objection, it seems hardly necessary to mention objection number two, or three, or four. On the other hand, the plan of Baker Pasha for organising a force of constabulary seems likely to be a decided success; for, curiously enough, it does not appear to have found a single hostile critic, and already 1,700 men have been collected. Were the reconstruction of the army going on as successfully, the outlook would be somewhat brighter than it is at present.

LORD Napier of Magdala, on his early retirement from the governorship of Gibraltar, will, it is said, have his services further recognized by his being offered a field-marshal's sash. There are several vacancies on the list of field-marshal, and, if Lord Napier should be promoted, the occasion will be taken advantage of, it is understood, for conferring a similar honour upon two more general officers. It is an injustice to the army, remarks the *Army and Navy Gazette*, that it should be deprived of the honours which are due to it. The Royal Warrant lays it down that the establishment of field-marshal shall be six. At present, we have only three, including the Prince of Wales and the Duke of Cambridge. As the warrant fixing the number of appointments was issued over a year ago, there has been plenty of time for filling the vacancies. Steps ought to be taken to fill them as soon as Lord Napier retires, without the usual course being followed, and the appointments gazetted on the occasion of Her Majesty's birthday, which would necessitate Lord Napier being removed to the Retired List for several months, as he is now supernumerary on the establishment of general officers.

SHANGHAI.

The *Telegraph* of the 15th inst. reports that the Mandarin and his wife took place, has been treated to 500 more blows, with the bamboo, because he failed to find the murderers.

About thirty masters of Japanese vessels, anchoring at Shanghai, who were not in possession of Government certificates, have been arrested. Intelligence has been received in Shanghai to the effect that the coolies who participated in the murder of the mandarin and his wife in Quango Road had been arrested, and were being punished.

The District Magistrate of Shanghai, who has not succeeded as yet in bringing the actual murderers of the mandarin and his wife to the dock before last, if the magistrate does not succeed in bringing the assassins to justice he will be deprived of his position and degraded after a certain time.

There now (Jan. 15th) appears to be but slight hopes of saving the *Yung Shing*. The water covers the main deck at about 10 feet, which takes some fourteen feet at this time of the year. The Japanese which were sent up to her assistance can only work at low tide, owing to the vessel being full of water. It appears that the tank under her is leaking away, consequently she will sink deeper. As it was intended she should remain during the remainder of the season, situated between Olyphant Island and Hankow, she had between 500 and 600 tons of coals on board, and this helps to keep her afloat on the bank. *Colfax* has been arrested, and charged with murder. The District Magistrate of Shanghai, who has not succeeded as yet in bringing the actual murderers of the mandarin and his wife to the dock before last, if the magistrate does not succeed in bringing the assassins to justice he will be deprived of his position and degraded after a certain time.

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CORONER'S INQUIRY INTO THE DEATH OF CAPTAIN LEE.

The adjourned inquiry into the death of Captain Lee, of the steamship *Yankee*, was resumed at the Magistrate's at two o'clock this afternoon before Mr. H. E. Wodehouse (Coroner) and a jury. Mr. J. J. Francis, instructed by Mr. M. J. D. Stephens (of Messrs. Stephens and Holmes) was again present, watching the proceedings on behalf of Dr. Fisher.

The Coroner in opening the inquiry said—Are we now in a position to go on, Mr. Francis?

Mr. Francis—I believe so, Sir.

The learned barrister then addressed the Coroner, and laid his views before that official as to the proper mode of conducting the inquiry. He contended that if he were not allowed to cross-examine Dr. Clouth, it would be unfair towards Dr. Fisher, and concluded a rather mixed-up harangue, in which a great deal was said about death from natural causes, suicide, manslaughter and other cheerful themes, by observing that his application to cross-examine Dr. Clouth was entirely in the Coroner's discretion.

The Coroner briefly replied that it was with much regret he felt compelled to refuse compliance with the learned counsel's application.

Dr. Fisher, who was in court, was then requested to step forward, and the Coroner addressing him observed that at an early stage of the proceedings considerable latitude had been allowed to him (Dr. Fisher's) counsel, and his Worship found that the greater amount of latitude he permitted the more was taken advantage of; in fact, the learned counsel had gone so far that an appeal to the Supreme Court had been made against the Coroner's ruling in this case. He had however decided that counsel would not be permitted to cross-examine witnesses directly or indirectly, and any interruptions whilst the proceedings were going on would not be tolerated. Dr. Fisher would, however, have a full opportunity of stating his views, and if he so desired, could call witnesses in support of the same.

As Coroner he (Mr. Wodehouse) was bound to say that during the investigation Mr. Francis had made use of language far from respectful even going so far as to say that his (the Coroner's) mode of conducting the inquiry was "an atrocious abuse of justice." Such opprobrious and disrespectful terms he could not permit any person to apply to him in his official position as Coroner. Under the circumstances it was not pleasant to take strong steps against those with whom your daily duties bring you constantly in contact, but as Coroner, must distinctly warn Dr. Fisher that on any repetition of the improper and disrespectful demeanour previously shown towards himself by the Doctor's counsel, he would at once cease to recognise him (Mr. Francis) as such. His Worship would now adjourn the inquiry for 15 minutes to give Dr. Fisher an opportunity of conveying through his solicitor to his counsel the Coroner's views on this matter, and would not permit any observations to be made on the decision he had arrived at.

Mr. Francis rose and commenced making a protest, when the Coroner, without paying the slightest heed to the learned barrister, uncaringly left the Court.

On the return of the Coroner, Mr. Francis rose and said he wished to apologise.

His Worship—I want no observations.

Mr. Francis, after obtaining a hearing, stated that he must apologise for the warm expressions he had used towards his Worship, which were unjustifiable from him as a barrister to Mr. Wodehouse as Coroner.

His Worship made reply to this apology and immediately called on Dr. Wharry, Superintendent of the Government Civil Hospital.

Dr. Wharry stated that he was a doctor of medicine, and assisted at the post mortem examination held on the body of Captain Lee. In answer to the Coroner if he could describe the state of deceased's lungs, Dr. Wharry said that the upper part of the lungs to the extent of about one half was solid, but the lower half was sprinkled with tubercles and very much congested. At the apex of each lung was some excavation, that is to say, there were two cavities. In one if not both the lungs were adherent to the chest walls. Generally speaking the lungs were very much diseased; extensively diseased with tubercles and much congested in the lower part. The disease must have been of considerable standing; of not less than six months, and perhaps of several years. The heart was a fairly good one; there was some slight stiffening of the valves and traces of disease in the aorta valves, and it was slightly fatty, but the muscular tissues were fairly good. In other respects the heart was sound. He examined the other parts of the body and noticed it was fairly nourished. The whites of the eyes were somewhat pale. He did not examine the brain. The liver was rather enlarged, and somewhat fatty. The kidneys were also large and the spleen was normal. With the exception of the lungs the other organs, generally speaking, were fairly healthy. The heart had been cut up before witness saw it, but he knew there was blood in the right ventricle, and also, he believed, in the other ventricle. The blood was dark and mostly fluid. He could not say the heart was forged. He was unable to say what was the cause of death, whether from natural causes or otherwise. This opinion he based on his not having seen the whole of the body, as there might have been disease in the organs he did not see. Supposing the brain to have been in a sound condition there were not sufficient evidences of disease in the organs he saw to account for death. The state of the lungs in itself would not have been sufficient, as the amount of breathing space. There was nothing in the condition of the heart or the other organs to account for death; they were in fairly good condition for carrying on life.

A lengthy description of diseases, modes of death, and the general headings they would come under, was then given by Dr. Wharry for the edification of his Worship, which we do not think sufficiently interesting to the general public to give in detail.

Witness said he could not say what death resulted from in this case.

In reply to the Coroner Dr. Clouth said that he had described in his evidence, the condition of the brain of deceased, and his Worship, after a little hounding up, found Dr. Clouth's evidence duly recorded.

Dr. Clouth observed that he could not say the heart was distended; the right heart was filled with blood, the left being empty.

After having heard the statements of Dr. Clouth respecting the lungs and heart of the deceased, Dr. Wharry said he was unable to state what was the cause of death. If the brain were normal, death must have resulted from disorder of the heart or lungs, which might have occurred, through the brain, by strong emotional feelings, the brain remaining normal, which need not be attended with any post mortem appearance of the brain.

Witness saw the stomach opened, and noticed that it contained a large amount of fluid matter, smelling of rum. He did not see anything in the state of the organs to lead him to believe that the fluid found in the stomach was the cause of death. Death could not have resulted from rum in the stomach, as death from rum would cause after the rum had been absorbed from the stomach and would not again return there. There was nothing in the body that he saw to enable him to say positively that death did, or did not, result from rum.

The inquiry was proceeding when our report left.

POLICE COURT—THIS DAY.

Chun Aze and Wong Aka, charged with being concerned with others not in custody, and with drugging Liu Akwai, a carpenter, and robbing him of \$155, on the 12th instant, remanded from yesterday, were again before Captain Thomsett this morning.

Mr. W. H. Mossop, appeared for the defendants. Liu Akwai stated that on the 12th instant he was standing at the door of his house when the first defendant came up and asked him if he had come from Singapore, and on being answered in the affirmative asked witness his name. Being told his name, the first defendant said, "We are clansmen; I congratulate you on having made your fortune." Witness had \$155 in bank notes on his person, and on being invited by the newly found clansman to visit his house, they went together to No. 5 Kwong Yune Street East. On getting up to the first floor of the house, witness went to a sitting room where a man was enjoying the opium pipe. Witness sat down and was handed a cup of tea from a pot which was on the table, and immediately on drinking the tea became insensible.

When witness came to himself about half an hour after drinking the tea, he found his pockets empty, and the sitting room in a similar condition so far as human beings were concerned. From the house where he had been "rooked" witness went to his boarding house and from there to the Central Station and made a report. Accompanied by two Inspectors, witness went back to the house in Kwong Yune Street without finding defendants there. On Sunday he was taken to a house by Inspector Perry and at once identified the first defendant.

Witness being interrogated by the Magistrate said—I am sure the defendant is the man who took me to Kwong Yune Street and gave me the cup of tea which stupefied me. I could recognise the other man who was in the sitting room if I saw him.

Witness was cross-examined by Mr. Mossop but nothing important was elicited.

In reply to the Court witness said—The second defendant is not the man who was smoking in the room where first defendant took me. I did not point him out to the Police yesterday, nor did I point out any one at all to the constable.

P.C. 102 Kwong Acheu, being duly sworn, stated that he went out with the complainant to make enquiries yesterday. While they were in the street the second defendant came up and he asked complainant—is this the man who smoked opium? Complainant answered yes—and said to the second defendant "If you give me back my money I will not charge you." Defendant replied "I am in custody, how can I give you the money?" at the same time asking witness to let him go. Witness instead of letting him go took him in custody.

Inspector Perry stated that on the 12th instant he went to No. 5 Kwong Yune Street in company with complainant. On the first floor of the house he saw two men packing up their things ready for removal. Complainant did not recognise either of the men. On returning to the house in Kwong Yune Street on the 14th he found it empty. On the same day at about 3 o'clock, he went to a house in Queen's Road Central, being accompanied by complainant. On going to the first floor of the house they found four men there. Directly the complainant saw the first prisoner he said "This is the man who gave me the tea." Complainant further said—"there is no mistake, this is the man." Witness arrested the four men and took them up to the Central. Witness sent for other men who had reported being drugged but neither of them recognised any of the defendants. On searching the four men on one of them was found a bag tied round his waist, underneath his long silk coat. In the bag were 40 silver dollars, a roll of cash with a \$5 gold piece on the top of the roll. The other three men were released, the man (first prisoner) on whom the money was found being detained.

In answer to his Worship the Inspector stated that a great many robberies similar to the present one have taken place, and he has frequently visited the houses where the robberies are committed. The houses are nicely furnished, and he had often seen both of the defendants in these houses.

Prisoners reserved their defence and were committed for trial at the Supreme Court.

RUSSIA AND CHINA.

A Tashkent telegram, received through Reuters Agency says—

The *Turkistan Gazette* states that the Government has sanctioned an expenditure, amounting to over 3,000,000 silver roubles, for the construction of a new town and Government buildings eight versts south of Sverdlov. The town which is to be built is to be used as the seat of the Chinese Governor Tsin.

According to the same journal, outrages and acts of violence continue to be committed by the Chinese upon Russian subjects, and the extradition of Russians in captivity among the Chinese is refused by the Chinese authorities. Conflicts have arisen between the Balaschicht Khirgises and the Kyrgyz dwelling on the banks of the Boroto, on the question of alleged thefts, the one desiring to be subject to Russia and the other to China. The former have requested the military Governor-General Fyodor to send some Cossacks for their protection, but the Russian General is said to prefer refraining from any interference, and to have asked the Chinese Governor Tsin to appoint an official who would be instructed to investigate the complaints in conjunction with a Russian functionary and render assistance in any urgent cases of oppression.

A further telegram states—

On the 23rd of Nov. General Tchernoff held his first review of troops at Tashkent, and created tremendous enthusiasm by a stirring speech, in which he predicted the fall of the strongest fortresses of Asia before the valiant army which he was then addressing. The number of the 600 present is not mentioned.

The difficulties connected with the question of nationality on the new Kuldja frontier have not yet been overcome. A constant struggle, says the Russian official organ of Central Asia, is going on between the Russian and Chinese authorities on the spot, to obtain the greatest number of subjects from among the population, who have the option of choosing between Russian and Chinese nationality. No means are spared by the Chinese to entice the frontier population over to their side; and being a little more expeditious in their formalities than the Russians, they appear to be gaining over the majority in certain districts.

MAILS EXPECTED.

The O. & O. steamer *Galle*, with the next American mail, left Yokohama on the 16th instant, at daylight, and is due here on the 22nd.

The O. & O. steamer *Belgic*, with the succeeding American mail, left San Francisco on the 18th ultimo, and may be expected to arrive here on or about the 27th instant.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

TRAMWAYS.

TO THE EDITOR OF THE HONGKONG TELEGRAPH.

SIR,—In your issue of the 30th December last I notice you mention in your "Sporting Notes" the probable future disadvantages which may arise from the adoption of Tramways in Hongkong.

It may perhaps surprise you that one living in the "Model Settlement" should take any interest in the affairs of your Colony, but I am one of those who do; and, in my opinion, the introduction of Tramways in Hongkong can but lead to the general good of the residents, therefore the following remarks, culled from the leading authorities on the subject in England, may be of interest to your readers.

As you may be aware, the first tramways in England were established in Birkenhead in 1860 by an American engineer, who in the same year obtained permission to lay experimental tramways in London; but there his lines were not successful, principally because of the ill-chosen projecting rails of American pattern, which obstructed the general traffic in the streets.

The tramways were condemned by the authorities, and removed in 1861, and this unfortunate and abortive inauguration of the new system of locomotion prejudiced the public mind against tramways and was the principal cause of postponing their introduction into London until 1869.

About 1865 a renewed attempt was made to introduce tramways, and during the four following years there was a continued warfare between the promoters of the tramways and their opponents. The opposition came chiefly from the proprietors of omnibuses and from the owners of property along the routes, who were led to believe that the tramways would prove a nuisance, and notwithstanding that the previous faulty method of laying the track was disclaimed, by the owners of private carriages on the supposition that the rails would injure their vehicles. Moreover, the space occupied by the line was spoken of as if it were to be permanently monopolised by the cars.

At last, however, the public mind became so thoroughly convinced of the advantages of the properly constructed tramways, that, in spite of the most strenuous opposition both in and out of parliament, the first metropolitan lines were sanctioned in 1869.

Tramways have opened out a new field for enterprise, and if established on proper conditions, afford a safe and remunerative return for capital.

When first commenced, the works of a tramway are much more remunerative than are those of a railway, and there is not so much room for uncertainty in the amount of expenditure either for works or for purchase of property. Moreover, an increasing traffic does not augment so largely the proportionate expenditure for maintenance as in railways, because the wear upon the permanent way and street paving is determined not by the number of trams which pass, but by ordinary vehicles; and the greater the cart traffic the greater will be the share of advantage which the tramway proprietors will obtain from an expenditure for maintenance which must in any case be incurred.

Potential profits are limited in the case of tramways to the term of the concession (in England generally only 21 years) for it can hardly be doubted that where a tramway undertaking pays dividends high enough to give a more than par value to the shares, the public, as represented by the municipal authorities, will, when the time for renewing the lease arrives, claim to participate in the profits, either by a reduction in the tariff of fares or by an increased rent for the use of the road.

If, however, the line has paid no more than a nominal rate of dividend, the proprietors will be left to work it as before. Such conditions give a one-sided aspect to the transaction as between the town and tramway proprietors, which doubtless does much to limit the value of the investment in the estimation of capitalists.

Very large dividends have been earned on some tramways, and the shares have attained a proportionately high price, these cases mostly arising where favourable terms have been granted by the authorities at a time when the value of such enterprises was unknown.

The conditions upon which tramway concessions are granted vary in different countries, but generally only in detail, as there are certain primary points—principally the letting by lease and the obligation in regard to the street paving—which are common to all cases.

Although tramways have been established in all the principal cities of Europe and America, the only two countries where precise conditions have been established are England and France, but these rules are too long to quote here.

The advantages which a tramway offers to the public are, easier and more comfortable travelling, a more regular service and lower fares than any other travelling affairs; and as undoubtedly the tramway does to some extent interfere with other traffic, the real justification for such lines is that the accommodation they afford to the majority of the inhabitants far outweighs the inconvenience to the minority.

The great majority of tramways are constructed and owned by joint-stock companies, and it is rarely that the municipal authorities either construct or own a line. In some cases, e.g., at Sheffield, Manchester and Bristol (other towns also seeking similar powers) the tramway is made by the Corporation and leased to a company at a yearly rental.

In Glasgow, the Corporation constructed the tramway and also maintains it; the Company paying to the Corporation interest on the actual capital expenditure, and an agreed sum annually for the use of the rails; whereas, if this annual sum proves more than sufficient for the purpose in view, the balance is returned or credited to the company. The reasons put forward for such methods, are those which are added in favour of a municipally undertaking water-works or gas-works, which are by their nature monopolies, involving disturbance of the surface of the public streets.

Under terms of English tramway concessions hitherto granted it is probable that many of the lines constructed by private companies will hereafter become the property of the public by purchase; and in the case either of construction or purchase by public authorities, the necessary money may be raised by loan in the manner prescribed for local public works generally.

Concessions for tramways are generally given for a term of years. In England the usual stipulation in the authorising or confirmatory Acts of Parliament is, that at the expiration of a certain period (generally 21 years) the local authorities shall have power to require the removal of the tramway, or to exercise the option of purchasing it from the proprietors, with all its plant and appurtenances, at such a value as shall be determined by some impartial tribunal, or by an arbitrator to be nominated by the Board of Trade; such an assessment of value, however, to include no compensation whatever for loss of prospective profit, or for the compulsory nature of the transfer, or for anything beyond the mere property itself.

In granting the use of public roads to a tramway company, rent is generally demanded by the municipality in return, either in the shape of money or a share in the profits, or in obligations of road maintenance, or in the deferred payment

which a free surrender of the property at the end of the term implies. Conditions of this kind have become more onerous than in the earlier concessions.

In some foreign tramway concessions an annual rent in money, in addition to the maintenance of the road, is demanded.

The absolute monopoly of the tramway is withheld in most concessions, and any person may, under certain regulations and on payment of certain tolls to the tramway proprietors (either specified in the concession or sanctioned afterwards by authority) run cars upon the track.

There are certain main points by which the expediency of introducing tramways may be determined, and the probabilities of profit measured. They are—

1.—The population of the place and the situation of the suburbs.

2.—The width and degree of regularity of the streets.

3.—The gradients.

4.—The kind of rail track and road paving.

5.—The cars.

6.—The hauling of the cars, either by horses or steam traction.

7.—Working expenses.

8.—The tariff of fares.

9.—Minor privileges, obligations and bye-laws.

Although all the above points are subjects of discussion when tramways are proposed, points 2 and 4 are those which mainly concern the town authorities and on which controversy principally arises.

The rail track and road-paving chiefly determine the cost of a tramway, and all the points together the profits of working.

These several subjects require specially elucidating which I may do at some future period.

Yours truly,

H. S. B.

Shanghai, January 11th, 1883.

STEAMERS EXPECTED.

The O. S. Co.'s steamer *Orester*, from Liverpool, left Singapore on the 9th instant, and may be looked for here on or about the 16th.

The Shire Line steamer *Flintshire*, from London, left Singapore on the 9th instant, and may be expected here on or about the 16th.

The N. I. S. N. Co.'s steamer *Alph* left Batavia on the 1st instant, and may be expected here on or about the 17th.

The D. D. R. steamer *Hesperia* left Singapore on the 14th instant, and may be expected to arrive here on or about the 22nd.

The E. & A. S. Co.'s steamer *Catterthun* left Sydney on the 4th instant, and is due here on or about the 29th.

The steamship *Albion* (Messrs. Geo. R. Stevens & Co.'s line) left Sydney for Hongkong on the 12th instant, and may be expected to arrive here on or about the 30th proximo.

The E. & A. S. Co.'s steamer *Dowen* will sail from Sydney on the 20th instant, and is due here on or about the 15th proximo.

Today's Advertisements.

THEATRE ROYAL, CITY HALL, HONGKONG.

THE FOURTH SUBSCRIPTION PERFORMANCE OF THE SEASON WILL BE GIVEN THIS EVENING,

THE 16TH INSTANT, WHEN WILL BE PRODUCED

PEDROTTI'S POPULAR OPERA "TUTTI IN MASCHERA."

Hongkong, 15th January, 1883. [69]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, (DIRECT.)

THE Steamship "DIAMANTE," Captain Cullen, will be despatched for the above Port on SATURDAY, the 20th instant, at FIVE P.M.

For Freight or Passage, apply to RUSSELL & Co., General Managers.

Hongkong, 16th January, 1883. [71]

NOTICE.

THE FANCY DRESS BALL.

MR. J. P. MARMADE (late Mr. W. P. Moore's) begs to announce that the HAIR DRESSING SALOON will be open on the NIGHT of the FANCY DRESS BALL, January the 18th, until 11 o'clock P.M., for the convenience of Gentlemen who desire the services of the Tonipal artist.

J. P. MARMADE, Hair Dresser, &c., Hongkong Hotel Building.

Hongkong, 16th January, 1883. [72]

WANTED TO RENT.

FROM THE MIDDLE OF JANUARY UNTIL MARCH.

A FURNISHED FAMILY RESIDENCE, IN A HEALTHY SITUATION, WITH GARDEN, STABLE, AND COACH HOUSE. Full Particulars to be sent to E. B., Hongkong Telegraph Office.

Hongkong, 3rd October, 1882. [9]

Intimations.

NOTICE.

THE GOLDEN SCISSOR, No. 13, POTTINGER STREET.

A. M. ROBIN (LATE OF T. M. LAWSON'S, CALCUTTA).

TAILOR, Shirt and Breeches Maker and General Outfitter. Mr. ROBIN invites Public Patronage and guarantees a perfect fit at Moderate Charge.

N.B.—Note the address.

THE GOLDEN SCISSOR, No. 13, Pottinger Street.

Hongkong, 8th December, 1882. [797]

INTERNATIONAL NOVELTY COMPANY.

KOOLANGSOO, AMOY (CHINA).

IMPORTERS OF EUROPEAN AND AMERICAN NOVELTIES.

AMERICAN PATENT CUTTING, Amoy, 22nd August, 1882. [57]

Intimations.

KELLY & WALSH'S LIST OF NEW AND STANDARD BOOKS AT TWENTY FIVE CENTS EACH.

Vice-Versa F. Anstey. All Sorts and Conditions of Men, Jean & Rice. John Ingelsant J. H. Shorthouse. Voyage in the Sunbeam Lady Brassey. Cesar—A Sketch J. A. Froude. Prince Hugo Maria M. Grant. Experiences of a Barrister's Life Sergeant Ballantine.

Memories of Old Friends Caroline Fox. Denise Author of Mademoiselle Mori. His Great Revenge (2 parts) F. du Boisgobey. Rachel Conway Margaret Veley. Heart's Progress (2 parts) Miss Yonge. Mabel's Progress. Author of Sacristan's Household. Scottish Chiefs (2 parts) Miss Porter. Spinoza L. Auerbach. Quisiana F. Spielhagen. Bracebridge Hall Washington Irving. Don Quixote (2 parts) 100 Illustrations. Robinson Crusoe 40 Illustrations by Watson. Paul and Virginia 240 Illustrations. The A. & S. Co. Edited by A. H. Miles. Old Christmas Washington Irving. Life of Doctor Livingstone 59 Illustrations. Gulliver's Travels E. P. Ross. Lamb's Tales from Shakspeare 40 Illustrations. Ministering Children Miss Charlesworth. White's Natural History of Selborne 160 Illustrations. Captain Cook's Voyages 30 Illustrations. The Persian Chief Illustrative of Manners and Customs of Ancient Persia.

Crucifixion at Home Numerous Illustrations. Sketches by Boz Charles Dickens. Oliver Twist Charles Dickens. The Antiquary Sir Walter Scott. Pickwick Papers Charles Dickens. Nicholas Nickleby Charles Dickens. The Pirate Sir Walter Scott. Quentin Durward Sir Walter Scott. Rob Roy Sir Walter Scott. Cousin Clara Mattie E. Randall. Woodstock Sir Walter Scott.

NEW AND STANDARD GERMAN BOOKS AT TWENTY FIVE CENTS EACH.

Gartenlaubenblüthen G. Werner. Die Wünger von Paris (2 parts) C. Marlitt. Godelse, (2 parts) C. Marlitt. Der Erbe von Montella (2 parts) H. Dom. Um Haben Preis G. Werner. Die von Hohenstein Spielhagen. Fürst und Mülker Max Ring. Ein Kampf um Rom F. Dahn. Jarda Georg Ebers. Im Paradies Paul Heyse. Nena Sahib J. Reiche. Der Kaiser J. Reiche. Die Fürst von Montenegro Winterfeld. Brigitta Auerbach. Quisiana Spielhagen. Des Cäsars Ende Spielhagen. Die Junge Frau Spielhagen. Angela Spielhagen. Schuld und Sühne Der Todeszug der Legionen G. Marlitt. Amantens Magt G. Marlitt.

KELLY & WALSH—HONGKONG. Hongkong, 8th January, 1883. [599]

DE SOUZA & CO. PRINTERS, STATIONERS, AND BOOKBINDERS, D'AGUIAR STREET.

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SELECTED MATERIALS FOR MARKET REPORTS.

Book-binding and Ruling in every style executed at low rates. Workmanship Guaranteed. Hongkong, 23rd August, 1882. [4]

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER ALWAYS ON HAND. L. MALLORY, Proprietor.

Hongkong, 24th June, 1881. [459]

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HAIR DRESSING SALOON HONGKONG HOTEL.

W. P. MOORE begs to inform the Gentlemen of Hongkong and Visitors to the Hotel that he has reduced the price of Hair-Cutting to 50 cents. Having now in his employ three competent Assistants who are always in attendance, he guarantees to execute this class of work, in all its branches, with a perfection which cannot be excelled in any part of the World.

Hair-Cutting 50 Cents. Shampooing 25 Cents. Shaving 25 Cents. Trimming Beards 25 Cents.

MONTHLY CUSTOMERS TAKEN AT REDUCED RATES. RAZORS MOST CAREFULLY RE-SHET.

Mr. MOORE begs to recommend his GOGO SHAMPOO WASH, to the public as unrivalled by any preparation ever produced for promoting the growth of the hair. The basis of this compound is made of soap root, the natives of the Philippine Islands never use anything else for washing their hair; they are never found bald, and it is quite common to see the females with hair from 5 to 6 feet long. By constantly using this "Shampoo Wash" as directed, you will NEVER BE BALD.

The proprietor offers the Wash to the public entirely confident that by its restorative properties it will without fail arrest decaying hair. It completely eradicates scurf, dandruff, and cures all diseases of the scalp. It does not contain any poisonous drugs; by its cooling properties it allays the itching and fever of the scalp, which is the great cause of people losing their

